



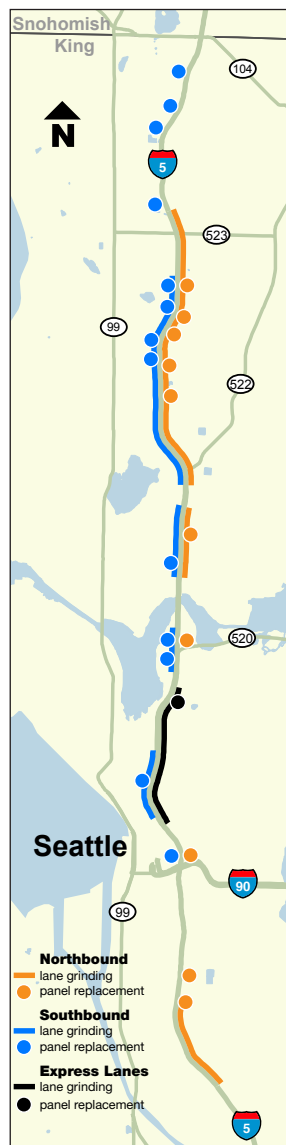
I-5 Seattle to Shoreline pavement repair

2009: Plan ahead – www.wsdot.wa.gov/construction/2009



100 overnight and up to 14 weekend lane closures on northbound and southbound I-5 between February and September

The pavement on I-5 in King County is more than 40 years old, twice its planned design life. The pavement is falling apart faster than crews can patch it up and it is failing at an accelerated rate. To extend the life of the freeway we will replace about 440 deteriorating concrete panels and grind down the worst areas of uneven pavement on northbound and southbound I-5 between the Boeing Access Road in South Seattle and the King/Snohomish County line and in the I-5 express lanes.



Weekend closures

Stay tuned for specific dates.

FEBRUARY 2009 - MARCH/APRIL 2009

South of downtown (two to three weekends, 2 northbound, 1 southbound)

MARCH/APRIL 2009 - MAY 2009

Yesler to Ship Canal (two to three weekends, 1-2 southbound, 1 northbound)

MAY 2009 - AUGUST/SEPTEMBER 2009

Ship Canal to King/Snohomish county (six weekends, no weekends in July, very limited in June; at least three weeks in each direction. lanes are TBD)

FEBRUARY 2009 - AUGUST 2009

Express lanes (work could be done at any time for one to two weekends)

FEBRUARY 2009								MARCH 2009								APRIL 2009								MAY 2009								JUNE 2009							
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Night closures

FEBRUARY 2009 - SEPTEMBER 2009

Reducing I-5 to 1 or 2 lanes, northbound or southbound

FEBRUARY 2009								MARCH 2009								APRIL 2009								MAY 2009								JUNE 2009							
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JULY 2009								AUGUST 2009								SEPTEMBER 2009							
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Contact:

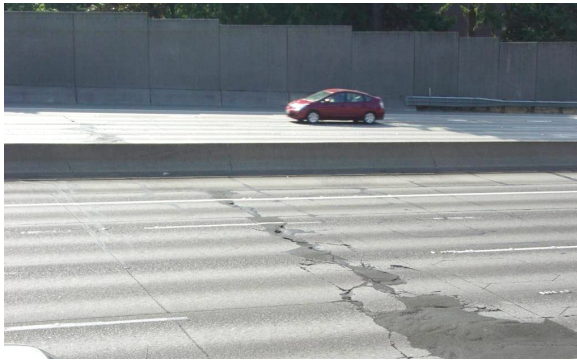
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www.wsdot.wa.gov/Projects/I5/SeattlePavementRepair

During the closures, drivers can anticipate:

- Significant congestion on I-5 and I-90 in the greater Seattle area
- Delays up to 45 minutes through downtown Seattle

KNOW BEFORE YOU GO



In numerous places along I-5 you can see where crews have patched areas where the pavement has completely failed. In 2009 we will buy more time by replacing about 440 panels.



I-5 through Seattle and Shoreline consists of thousands of concrete panels. One of the first signs of concrete panel failure is cracking. Crews address this problem by removing and replacing panels.

Construction noise

This work is unavoidably noisy and will be most disruptive at night. Folks who live near I-5 may hear pavement grinders, excavators, loaders and dump trucks, concrete saws, and other equipment as crews work to extend the lifespan of I-5 pavement and give drivers a smoother ride with improved traction. Crews must work at night to shorten the construction schedule and keep traffic moving during the day when it is heaviest.

How will we reduce the effect of noise on I-5 neighbors?

Crews will take a number of steps to minimize nighttime noise. These include using noise shields, restricting backup alarms and roadway scraping, and requiring all construction trucks to have rubber bed liners and secured tailgates. We will also ensure that neighbors aren't surprised by the night noise by delivering flyers and ear plugs to homes and businesses within 500 feet of I-5, and by notifying community and neighborhood groups. Many neighborhoods also will hear less noise thanks to walls that WSDOT has built over the last 30 years, including new walls in the Maple Leaf, Licton Springs and north Green Lake neighborhoods. For those directly behind the wall, the perceived noise level will be cut in half.

Why are we closing lanes on the weekend?

Panel replacement will occur exclusively during the weekend closures, along with about half of the grinding. Each panel is a slab of concrete that is 15 feet long, 12 feet wide and nine inches deep. The panel replacement must be done on weekends due to the amount of work involved, including:

- Removing the cracked and rutted concrete
- Smoothing out the roadbed
- Installing bars to lock the new panels with the existing panels and pouring new concrete
- Grinding the new panels and adjacent lanes to provide improved traction and a smoother ride

During each weekend closure, crews will replace up to several dozen panels in one location.

The benefit

Once the concrete panels are replaced, drivers will notice a much smoother ride with enhanced traction. Not only will we replace the panels, we will grind out other bumps to make the road surface even. A smoother ride with better traction means drivers are less likely to get into a collision. These repairs will allow the road to last until we are able to secure funding to repave most of I-5 between south Seattle and the King/Snohomish county line.

We will also repave the NE 50th Street on-ramp and replace signs, guardrails and crash barriers.

What should drivers do?

- Consider using I-405, SR 99 for north/south trips into, out of and around Seattle.
- Carpool, vanpool, or take transit to reduce I-5 trips.

What is WSDOT doing?

- Completing all of the work at night and on weekends.
- Limiting weekend work in June and July due to conflicting events and closures.
- Strictly controlling work schedule so the contractor works quickly and efficiently.
- Working closely with local media to deliver up-to-the minute traffic information.

What other work is WSDOT doing?

Our seismic retrofit program has targeted 19 bridges on I-5 in King and South Snohomish counties. We are wrapping the bridge columns in steel jackets to make them better withstand an earthquake.

www.wsdot.wa.gov/projects/i5/kingsnobridgeetrofit/

We have a long-term plan to repair all the pavement on I-5 inside the Seattle City limits. www.wsdot.wa.gov/projects/i5/rehab/

Work also is planned on I-90, I-405, SR 520 and SR 519.

For more details, go to www.wsdot.wa.gov/construction

What other closures or events should I know about?

March 15: St Patrick's Day Dash closes I-5 express lanes

May 9: Niketown 5K closes I-5 express lanes

June: multiple college and high school graduations in downtown Seattle

July: multiple weekend Ship Canal Bridge closures on I-5 mainline

KNOW BEFORE YOU GO

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